

CLAIMS

1. A motor vehicle structural element of the type comprising a cross-member and, at at least one end of the cross-member, a first nut presenting a tapped bore for receiving a screw for fastening the cross-member to an upright of the vehicle, the axis of the bore being substantially parallel to the director line of the cross-member, the element being characterized in that it comprises a first cage for preventing the nut from turning about the axis of its tapped bore, the first cage being mounted at said end of the cross-member, and the nut being free to move in the first cage in translation substantially perpendicularly to the axis of its bore.
2. An element according to claim 1, characterized in that the first cage is mounted at the end of the cross-member by welding.
3. An element according to claim 1 or claim 2, characterized in that the first cage is mounted at the end of the cross-member by screw fastening.
4. An element according to any preceding claim, characterized in that the first cage is mounted at the end of the cross-member by crimping.
5. An element according to any preceding claim, characterized in that it includes a sleeve via which the first cage is mounted to the end of the cross-member.
6. An element according to claim 5, characterized in that it further comprises a plate secured to the sleeve and on which the cage is provided.
7. An element according to any preceding claim, characterized in that it includes a spacer device for co-operating with the screw to bear against the end of the cross-member and against the upright along the director line of the cross-member.
8. An element according to claim 7, characterized in that a helical connection is provided between the first cage and the end of the cross-member, said helical connection being oppositely handed relative to the helical connection that arises from the screw being screwed into the first nut, so that the first cage comes to bear against the upright along the director line of the cross-member while the screw is being screwed into the first nut.

9. A structural element according to claim 7, characterized in that the spacer device comprises a second nut presenting a tapped bore for receiving the screw, the axis of the bore being substantially parallel to the director line of the cross-member, in that the spacer device further comprises a second cage for preventing the second nut from turning about the axis of its bore, and in that a helical connection is provided between the second cage and the end of the cross-member, said helical connection being oppositely handed relative to the helical connection that arises from screwing the screw into the second nut, so that the second cage comes to bear against the upright along the director line of the cross-member while the screw is being screwed into the second nut.

10. A structural element according to any preceding claim, characterized in that the cross-member is a cross-member for a supporting a motor vehicle dashboard.

11. A motor vehicle, characterized in that it includes a structural element according to any preceding claim.